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		reany (Soviet Zone)	SECURITY I	いし へいががマエエ	J13 I		155	
	HELETTOE	rneuchen Airfield	glyggag gaur server — nadig apreles al neury als nille an (1976) de 1980).			(1A		
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	1.5 p. 6 - 2.24 5 - 10°N8	er og vinner i stelle kongren om hanner i græne gærekkeltet ett med steller klemente klemente klemente klement	on remaining of the Sylvens profession to the cost of the section and the special section of the		क्षातं ॥ १८ २० ४ अत्र केर्यक्रम्बर्वास्थ्यस्य स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना	ia sure priator dilimentale, un tra delle cui inscresse la celed lei suffer	De a ri des (Medi Apriles Me et	
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	. г	1. Held 2 C. C. 202 Provider (20) Taplane. Provider Provider Provider Provider Control			l			
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	-,	Rotwoon 10 and 21 Ser	tember 1951.	4.017 wo	orkers were	employed	Į	
		Petween 10 and 21 Sers: Werneuchen airfiel runway and taxiway was	d. An area of	f 242,000 (1) Most	square me of the la	ters of t borers we	he re	
		corking on the last	ou meter strains on of the cit	etch of ( reular ta	me eastern axiway was :	nearing	N.	
		ch the southern section of the circular taxiway was nearing completion. The west lane which connected the runway with the taxiway was still under construction. Work was begun on an						
		additional hardstand	west of the the	taxiway. field. 1	Twenty-Tou The ratio o	r nardsta f the	ınds	
	•	concrete mixture used	l for the circ	cular tal runway.	kiway and t Excavating	ne connec for the	ring	
		larges was below that used for the runway. Excavating for the railroad spur track had progressed as far as the southwestern boundary of the old landing field in line with the westernmost						
	to man inhorane who were previously boused in hirschielde							
		Thesow, and Beiersdorf were quartered in hangar V. Scurce did not know the scheduled date for the transfer of laborers to the contract of the						
	cother airfield. (2) A construction superintendent said to the construction was to be done at the field by about 1.						) -	
		Toward the monorted t	ceriod mainte	nance Wol	rk on aircr	aft was		
	\$ 5.	During the reported period, maintenance work on aircraft was done daily. Source observed 18 twin-engine planes fitted with double rudder assemblies housed in the westernmost hangar. The						
	couble rudder assemblies housed in the Westermost Hangar. A red Soviet lanes were being painted in front of this hangar. A red Soviet that surrounded by a yellow stripe 2 cm wide was being painted on both rudder assemblies. Also an unbordered red star was being painted on both sides of the fuselage. The undersides of the line was being provided with Soviet stars. The engines							
		of all the planes were started. Some of the planes texied and the returned to the hangar. On 21 September, 24 other aircraft of the same type were seen in the southwestern corner of the 2						
		of the same type wer	e seen in the	southwe	e nlanes We	re being	25A I	
	disassembled. The engines, tail assemblies, and wings had alr been removed from some of them. Ten wings had been crated. Ab							
	10 large crates for jet engines ware also seen and surplus							
		the same and instant that	the planes of	bserved	were being	made read	ау	
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for shipment. (3)

No sircraft were observed at the field between 13 and 24 Septo ther. No aircraft engines were heard. The field was still on sapied by 600 to 800 air force personnel. (4) Trucks

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were observed at the field. The runway at the field was completed as far as a point 50 meters from the Wegendorf-Mirschfelde road to the easo. The gap previously observed in line with the dismantled Spr track was closed. Since work was still being done at the end of the runway its extension toward this direction appeared possible. About 100-meters of the taxiway beginning of the Megendorf-Hirschfelde road was completed. The taxiway was parallel to the runway. The distance from the completed stretch of the taxiway to the hangars was about 1,500 meters. The taxivay at the west end of the runway was about half completed. A stretch of about 250 meters remained to be concreted. So is on the drainage ditch west of the runway was completed. banding work was still in progress in the eastern portion of the landing field. The roadbed for the spur track had been built as far as a point about 700 meters from the dismantled spur track behing the hangars. A total of more than 3,000 construction workers were employed at the field.

4. During the period from 25 to 29 September, no aircraft were observed at the field and the hangars were closed. According 650 kg of bread were delivered daily to the

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aic ield. Trucks

mere seen. Excavation work was still in progress on the runway to the east. The runway was concreted as far as a point immediately before the former Hirschfelde-Wegendorf road. 350 meters of the taxiway in the eastern portion of the field were completed. Most of the workers and three power shovels were utilized for leveling work there. Work on the western taximay progressed slowly. Three cranes were in operation in the northern portion of the field. Many pipes, about 5 meters low, and I meter in diameter, were being unloaded. The new spur brack was completed except for a 500-meter stretch. Some of the ballast required was still missing. On 25 September, a power showel struck a mine in the eastern portion of the field. Five workers were injured.

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Comments. (E.) The statement on the size of the concreted area of the runway and textiway does not indicate the length of the completed lanes of see their width is not known.

sacarding to another source, the workers presently employed at the field are to be transferred to Koenigsberg, Neumark upon completion of the installation. No information is available as to when construction work will be started there.

According to available information, it is believed that the PE-2s observed in the hangars of Werneuchen airfield were from the be their regiments from Jueterbog. They were parked there after duaterbog was reequipped with type-27 planes. The disassembly

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25X1X	coad crating of aircraft, although reported for the first time, company credible.  It is believed that the air force personnel repeatedly observed there belong to a ground unit. No pilots are assumed to be stationed at the field.	

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